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The whimsical humor with which she describes her neighbors and acquaintances is refreshing and at the same time shows the writer's sympathetic appreciation of the frontier people and frontier conditions. The reader cannot fail to get acquainted with "gude mon" Stewart, Gavotte, and the efficient Mrs. O'Shaughnessy; to have a kindly feeling for lonely Zebbie Parker and little Cora Belle; and to enjoy a laugh at the eccentric Aggie McEttrick whose Scotch instinct for getting the worth of her money compels her to miss a midnight train rather than give up her room at the hotel when she has paid for a whole night's lodgings; and at the cow-puncher who instructs his companion as to the most expeditious way to bring his love affair to a happy conclusion.

The hard life of the frontier home is mentioned but not emphasized. Here and there are suggestions of sad and troubled days but since it is the evident intention of the "homesteader" to enjoy life, they are few. "When you think of me," she writes, "you must think of me as one who is truly happy. It is true, I want a great many things I haven't got, but I don't want them enough to be discontented and not enjoy the blessings that are mine. I have my home among the blue mountains, my healthy, well-formed children, my clean, honest husband, . . . I have loads and loads of flowers which I tend myself. . . . I have the best, kindest neighbors. . . . Do you wonder I am so happy?"

What with chickens, cows and children, housework, gardenwork, and farmwork one wonders how the time was found to write letters so decidedly worth while. There is not a dull page in the whole book.

WILLIAM V. POOLEY

Diary of Nelson Kingsley, a California argonaut of 1849. Edited by Frederick J. Teggart, associate professor of Pacific coast history, University of California; curator of the Academy of Pacific Coast History. [Publications of the Academy of Pacific Coast History, vol. 3, no. 3.] (Berkeley: University of California, 1914. 413 p. \$1.00)

This is the bare text of the journal of a gold-seeker who left New Haven in the bark *Anna-Reynolds* on March 12, 1849, and arrived in San Francisco bay on November 22, 1849, after a tedious voyage around the Horn. The author was an associate of the California and New Haven Joint Stock company, and gives in his record a picture of the bickerings and failures common to that type of organization. In August, 1850, when the company was eighteen months old, he was of the opinion "that we could not raise money enough to take ourselves all home." He remained in California until March, 1851, when he sailed for the states. Here the journal ends. There are abundant details of prices and conditions in the Sacramento valley, as daily records of gold output after the company

began to wash it. The printing appears to be literal and precise, but Mr. Teggart has not provided us with the illuminating notes that he might have drawn from his rich knowledge of California history.

F. L. P.

Sir George Etienne Cartier, Bart. His life and times. A political history of Canada from 1814 to 1873. By John Boyd. (Toronto: The Macmillan Company of Canada, 1914. 439 p. \$5.00)

Sir George Cartier played for many years a leading part in Canadian public life. The great crux of Canadian politics is of course the relations between French and English. As the leader of a somewhat backward province, sympathizing fully with the prejudices of his countrymen, yet enlightened enough to desire a good understanding with the English, and to see that such dreams as that of "a French republic on the banks of the St. Lawrence" were impracticable, Cartier is an interesting figure. He it was who made possible the federation of the scattered Canadian provinces, by persuading the *habitant* that only so could absorption in the American union be prevented, and that such federation would mean the retention under imperial sanction of the special privileges of the French. His life-long friendship with Sir John MacDonald, the Upper Canadian leader, is one of the features of Canadian political history, and the two statesmen did much to extricate Canada from the quagmire of racial and religious bitterness into which she had been plunged in 1837. Cartier was a legitimist too, and it was by his endeavors that the admirable civil code of Quebec, practically as it exists today, was framed out of the welter of old French customs, edicts and ordinances of French *intendants* and councils, provincial laws, and what not, which had previously existed. Though no orator, he had the power of hitting out phrases which stick. When under the union act of 1841, the number of representatives from Upper and Lower Canada was by imperial statute made equal, for the purpose of partially disenfranchising the French majority, and when the increase of population in the upper province put the boot on the other foot, Cartier calmly told the convulsed house of commons that the excess of population in Upper Canada had no more right to representation than so many codfish in the bay of Gaspé. Similarly, when the charter for the Canadian Pacific railway went through, it was Cartier who leaped to his feet with the cry, "All aboard for the West."

Mr. Boyd's life of this interesting man is not wholly satisfactory. The subtitle of "A political history of Canada from 1814 to 1873" reveals one of its defects. The attempt to show Cartier as invariably the central figure at times falsifies the perspective, and at others produces the paradox that we lose him in long accounts of well-known events and tendencies, regarding which Mr. Boyd has nothing new to tell us. Cartier had